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# The Indiana Teamster

"Serving the Indiana Teamster Movement"

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STATE LIBRARY

Indianapolis, Indiana, June, 1950

No. 9

## ROAD AGREEMENT REACHED

### Teamsters of Nation Ready for All-Truck Check

#### \$18,000 FUND FOR STRIKING VOTED BY 188

Salesdrivers Local 188 of Teamsters has amassed a strike fund of \$18,000 to be used if and when necessary to obtain satisfactory contracts in the laundry, wholesale bakery and ice cream industries in the Indianapolis area.

The money was voted into the treasury May 18 in a mass meeting at the Antlers Hotel. At that time the membership of more than 1,500 decided by 96 per cent to assess itself \$12 per member, to be paid cash on the line within six weeks.

President C. E. Davis expressed hope that the money would not be needed for

(Continued on Page 2)

#### 1950 Teamster **ALL TRUCK** **CHECK**

JUNE 18-23



The 1950 All-Truck Check will include all trucks and warehouses. All local Teamster and Warehouse unions and joint councils are participating. The cooperation of all other AFL unions is asked.

BROTHER UNIONISTS

*Please Cooperate!*



INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

#### UNIFORM RATE ESTABLISHED FOR HIGHWAY CONSTRUCTION

A blanket agreement which establishes uniform wage and working conditions for all Teamsters employed on highway construction work in Indiana, outside Lake and Porter counties, has been reached between the Indiana unions and practically all the road-building contractors operating in this state.

The agreement, conceded to be a historic step in stabilizing the craft in Indiana, covers 1,000 to 2,000 members of 14 local unions and more than 50 members of Indiana Highway Constructors, Inc. It establishes a rate, not a minimum, for truck classifications on all road building from Michigan City to Evansville, and is to run from June 1, 1950 to December 31, 1951.

This blanket agreement was reached May 25 by Hampshire, Local 414, Ft. Wayne, and Elmer Nolan, Local 73, Clinton. It was ratified June 5 by union representatives.

In reporting the agreement to the Indiana Conference of Teamsters Mr. Carlson, of Local 716, Indianapolis, and included George Campbell, of Local 364, South Bend; John

(Continued on Page 2)

#### State Rodeo at Fairgrounds June 24-25

By FIFTH WHEEL

Drivers and their respective companies again will have a chance to flirt with fame in the Annual IMTA State Rodeo at the Fairgrounds, Indianapolis, on June 24 and 25, for the winners will compete in the National at New York City in October.

Along with the expense-paid trip to New York, the two state winners (competition in two classes—straight truck and tractor semi-trailer—is offered here) will receive handsome prizes and trophies. Other drivers making high scores also will share in the booty handed out at the awards banquet immediately following the finals.

With warmup Rodeos already having been held at Evansville, Fort Wayne and South Bend to determine local champions, another crack field similar to that which thrilled an estimated crowd of 20,000 persons at last year's two-day state meet is anticipated.

Defending state champions are Richard (Peanut) Strouse, straight truck driver for Ellis Trucking Company, and John Waldon, tractor semi-trailer champ for the last two years, representing Foster Freight Lines, and both are expected to exercise their right to compete in this year's finals.

Scene of the action again will be in the huge Cattle Barn, entailing an area of four and one-half acres under cover, so that the competition can be held rain or shine.

As last year, there will be a

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#### ATTENTION ALL TRUCKING CO.'S AND DRIVERS GET BOOKS RIGHT

All Teamsters of Indiana and those coming into the state will be checked for membership in the IBT starting midnight June 18 and until June 23.

Trucking company executives are urged to see that their employees have their membership books in order and the drivers themselves are herewith informed that unless their books are up to date the loading and unloading of their trucks will be delayed. This is particularly true with respect to those drivers making out-of-state runs.

Final plans for Indiana's participation in the "National Road Check" were made at a meeting June 15 in the Lincoln Hotel, called by O. B. Chambers, president of the Indiana Conference of Teamsters and Joint Council 69.

#### Two Muncie Service Stations Sign On Line With 369—Fine!

By D. E. MAHONEY

MUNCIE—The In and Out Service Station, Willard and Madison streets, and the Sunny Service Station, 18th and Madison streets, Muncie, are now 100 per cent organized.

Agreement with Teamsters Union No. 369 was reached after a week-long strike, with one of our members, who had been discharged for union activity, reinstated with full seniority.

The new contract provides for a 54-hour week guarantee and increase of 20 and 25 cents per hour. Seniority and vacations were also included.

WE WOULD APPRECIATE PATRONAGE OF THESE TWO UNION STATIONS.

#### KADLEC SUCCEEDS WILKES AS TRUSTEE

E. J. Kadlec, who recently was elected secretary-treasurer of Teamsters Local No. 298, Michigan City, to fill the unexpired term of E. C. (Pete) Wilkes, re-

signed, was appointed a trustee of the Indiana Conference of Teamsters May 19 by President O. B. Chambers. Kadlec fills out Wilkes' term on the board.

#### Local 233 Negotiates Seven Good Grocery, Meat Contracts

By ED McCARTHY and ED HEFFNER

Our union has signed seven good contracts recently, giving substantial pay increases and fringe considerations to the members involved. Four of these contracts were with grocery companies, three with meat concerns.

Grocery agreements: Geo. Hitz & Co., H. J. Heinz Co., J. P. Michael Co. and J. C. Perry & Co.

Meat agreements: Kingan & Co., Stark & Wetzel Co., Inc. and Swift & Co.

Contracts are now open for negotiations with the John Wachtel Corp., rendering plant, and the Glidden Co., feed plant.

Brother Marty Stahl is getting along fine after a long illness, we are happy to hear.

Sister Patty Pittman of Red Dot Foods, Inc., took that big step recently and became Mrs. Patty Miller. The potato chips girls wish Patty a long, happy married life.

Brother Joe Power, a Swift & Co. driver, is still in his cast. Bro. Joe broke his back in a fall from his truck.

Remember: No General Meetings in July or August. Watch your bulletin board for Special Meetings.

#### Terre Haute Teamster Finds Robbers Loot In the Alley

TERRE HAUTE—Two members of Teamsters Union No. 144 are in the news, one on the happy side for finding a bundle of cashable bank notes in somebody's alley, another the victim of a serious accident.

A local newspaper pictured Pete Hoffner, deliveryman for the Borden Milk Co., returning \$917 in negotiable checks to the manager of the Commercial Loan Co., which had been robbed. Hoffner found the bundle in an alley behind a South Sixth street residence while making his rounds. The money had been lost or discarded as too hot by the robbers.

But also the papers had this to report:

William E. Schlichter, 51, driver for the Commercial Motor Freight of Indiana, was seriously injured when he was caught beneath a falling crate of glass at the Edward S. Lammers Paint and Glass Co., Inc. A Callahan ambulance took the victim to St. Anthony's Hospital where attendants reported that his condition was "fair." Schlichter is reported to have suffered a fractured left arm and a possible fracture of the left leg.

Employees at the trucking concern said that the trucker was unloading a load of crated glass when the accident occurred. They said Schlichter was unloading a crate weighing more than 1,000 pounds when it slipped and fell on him.

(See also Jack Reynolds' column.)



## TRUMAN DECORATES REISNER



WASHINGTON—Lloyd Reisner, a member of Teamsters Local No. 138, Indianapolis, receives congratulations of President Truman at White House on his selection as trucking industry's Driver of the Year. Left to right, Major General Philip B. Fleming, general chairman of the President's Highway Safety Conference and chairman of the three-man board of judges which selected Mr. Reisner over nominees from all parts of the country; the President, Lloyd Reisner and Mrs. Reisner. Mr. Truman is examining the diamond and gold pin presented to Reisner by the American Trucking Associations, Inc., sponsor of the annual contest designed to promote highway safety. Reisner's selection was based on his long record of accident-free driving, plus a life-saving incident on the highway near Louisville, Ky.

## Local 188 Votes Strike Fund But Davis Hopes for Peace

(Continued from Page 1)

strike purposes and that in favor of a union shop. agreements could be reached peaceably with 42 laundries, dry cleaning and linen supply companies; seven wholesale bakeries and two big ice cream companies, Ballard and Borden-Furnas.

As of June 12 no contract has been signed with any of the foregoing groups. The bakeries have offered a proposed agreement, which will be submitted to the membership June 14, President Davis said. Negotiations with the ice cream companies are deadlocked and in the hands of a federal conciliator.

One hurdle toward peace in the laundry industry was cleared June 8 when employees of the 42 laundry, cleaning and supply companies voted 1,417 to 382

This vote, taken by the National Labor Relations Board, restored the industry to its status of March 31, 1949, when three AFL unions, including the Teamsters signed a seven-year contract with the Indianapolis Cleaners and Launderers Club, known as the St. Louis plan.

The plan was attacked by the CIO which after a prolonged battle succeeded in having the union shop clause thrown out, requiring two NLRB elections, to restore bargaining rights and the union shop clause to the AFL unions.

It now remains for the union to obtain an agreement with the 42 employers satisfactory to 331 salesdrivers.

(See Clara Wilhelm's Column)

## Pennsy Welcomes Tobin



Philadelphia.—President James L. McDuffitt of the Pennsylvania Federation of Labor welcomes AFL Vice-President Daniel J. Tobin, president Brotherhood of Teamsters, at 48th annual meeting. Mr. Tobin called for intensified effort to repeal the Taft-Hartley act.

## 36 Tucker Men Get Safety Pins

Thirty-six drivers for Tucker Freight Lines, Inc., of South Bend, have been awarded certificates of merit and lapel pins for one year or more of driving without chargeable accident.

Presentation of the awards was made at a safety meeting on April 30 at Eddy's Steak House in South Bend.

Walter W. Bryant, national field supervisor for Markel Service Insurance, delivered a talk. William Roe, representing Markel, also talked to the drivers, as did C. E. McColley, vice-president and general manager of Tucker Freight Lines.

An excellent steak dinner with all the trimmings was served during the meeting.

## Craig Drivers Honored

Craig Trucking, Inc., of Albany, presented safe driving awards to 32 of the company's 75 over-the-road drivers at a special meeting at the home office recently.

## BLANKET ROAD PACT REACHED

(Continued from Page 1)

son states that complexities in arriving at a common denominator for the entire state were such that some locals necessarily made sacrifices while others gained, to the end that all would profit in the future.

The blanket agreement, he pointed out, is similar to those held now with the associated contractors by the Operating Engineers and the International Hod Carriers, Building and Common Laborers Union. He thanked all the local unions for their cooperation with his committee in working out details of the pact.

Teamster unions covered in the agreement are: Local 298 Michigan City, 414 Ft. Wayne, 364 South Bend, 759 Kokomo, 369 Muncie, 691 Richmond, 716 Indianapolis, 694 Columbus, 215 Evansville, 543 Lafayette, 144 Terre Haute, 73 Clinton, 644 Princeton and 417 Vincennes.

The contractors were represented by William M. Holland, executive secretary of Indiana Highway Constructors, Inc. and a committee of employers which included John Dehner, K. M. Winslow, Carl Verplank and R. L. Schutt.

## BUY BONDS!

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## Swede's Professor Invents Just the Elixir to Fix Her

By SWEDE CARLBOM

One misty day, once again back in Los Angeles, I decided to pay another visit to my friend, Prof. Sprightly, the inventor, whose paraphernalia I moved some time ago



from Connecticut to California. Admitted by the house-keeper, I found the professor comfortably seated in a large chair reading a letter just received from Paris, France. He chuckled as he read. "I must tell you," said he, "something very interesting concerning this letter—although to me it is still a mystery."

The professor now related how he, secretly for years, had been working on a formula—a "Fountain of Youth Elixir" which, when taken under his supervision, would set one's glands in motion, producing new tissues renewing youth, building brand new muscles and flesh.

He had tried his elixir with great success and remarkable results on monkeys and goats; but

to perfect his findings he needed a human being, preferably a woman, who would submit to the tests.

His next door neighbor was an old maid who was known in the community as "Miss Weana." The gods, when dishing out looks, had not been kind to her. Her contour and build was homely and scanty. Her face with wide mouth and large nose, bulging eyes and protruding ears, topped with hanks of lanky hair, would have been a fairly pleasant face if Weana could have traded off her painfully blank expression. Weana lacked personality as well as bodily attributes. Looking at her from all angles, she was straight and lean, like a lamp-post. In her early teens she discovered that the charm she saw in her girl friends was entirely missing in her own make-up.

At 20, she longed for a companion, a boy friend. All the boys were kind to her but none cared for her company.

She attended dances but always found herself sitting alone in some remote corner and always she had to take herself home—alone. Her dressmaker made her dresses with hanks of cotton-padding in places where the boys expected bulges to be; but somehow they seemed to sense it was only decoy stuff and avoided her. Her landlady suggested vigorous exercise to develop herself; but exercise only tired her and made her thinner.

A diet of rich starches gave her a stomach ache and added no weight. Weana grew into womanhood. As the years rolled by she placed numerous snares on all occasions everywhere to hook some man. She bestowed wily smiles on the men she met. She ogled and winked but to no avail. They only smiled faintly and described wide circles around her.

Only once was Weana held in the arms of a man. It was the arms of Gus, the husky butcher boy who daily delivered meat to the place where Weana worked. From habit, Gus began to count Weana's ribs with his thumb. Weana was thrilled, but she also was ticklish. Squirming in his arms she accidentally poked her sharp elbow in Gus' eye. The romance ended right then.

At 45, Weana gave up all hope of ever finding a mate. She bought herself a couple of cats and took lessons in knitting. She installed herself in a small apartment, determined to spend her remaining years in seclusion.

The professor knew of her plight. He decided to call upon her. He was received very courteously. Over several cups of tea, the professor explained the workings of his new-found "Elixir."

"If," said he, "you would follow my directions, your bodily build-up will take on a firm and statuesque appearance. What I mean, there will be bulges where bulges should be. I do not call my discovery the 'Venus de Milo Elixir' for nothing. Weana was very much impressed and for 10 days took the elixir daily as directed. On the tenth day she called the professor saying a remarkable change had taken place.

The professor hurried over. He was met by a very manly looking Weana with broad shoulders and large bulges. What surprised him was that Weana had grown a mustache. She revealed to the professor that after the third day she had been obliged to shave every morning. Pulling up her skirt, she showed the professor a hairy ankle and whispered that her chest also had quite a bit of hair. To top it all off, she said a tattoo mark had developed on her hairy right arm. A tattoo of a slant-eyed oriental beauty with letters reading "Rose Sing Lee, the girl I left behind, Singapore, 1944."

The professor was perplexed. The elixir apparently had set some masculine glands in motion. Puzzled and worried he told her he was awfully sorry. But Weana laughed with delight saying she was perfectly satisfied with the outcome.

"At last," she said, "I will get recognition."

She was right. The following week she signed a contract with Bangling Bros. circus to appear in their side shows as the "Bearded Lady." She toured the land and also the European continent. The letter the professor was reading was from Weana in Paris. A card she enclosed read:

"You are cordially invited to attend the wedding of Weana, the Bearded Lady, to Bosco, the Wild Man from Borneo."

## Thru the Door of 144

By J. H. REYNOLDS

The lumber yards in Hymers, Shelburn and Clay City, Ind., are now having their material delivered by union drivers and have signed a contract with our local union.

Brazil and Centerpoint, Ind., Lumber Contract has been signed.

We are glad to see William Schlichter out of the hospital and recovering from his accident in which he was caught beneath a falling crate of glass.

Also see the article on Pete Hoffner finding negotiable checks at the rear of a South Sixth St. residence.



## Heard and Seen at 716

By HARRY HUDSON

**DON'T PATRONIZE**—This union is picketing the General Electric Supply Corp., at 326 West Georgia St., Indianapolis, and has been since May 8. All friends of organized labor are asked to respect this line and refuse to patronize an UNFAIR establishment!

We have held four meetings with the Indianapolis Paint and Color Co. in an effort to obtain a new contract without a work stoppage. Our previous contract with this company expired June 1.

We have signed a new contract with the Broad Ripple Ice Co., based upon one with the Polar Ice and Fuel Co.

Brother Gene Fawley is in Methodist Hospital and William Magee, trustee of this local, is in St. Francis Hospital, Beech Grove. Officers and members of 716 certainly wish both of these brothers good luck after their serious operations.

Teamsters Union No. 716 has been invited by letter from President Milford King of the Marion County Building Trades Council to reaffiliate. More about this to the membership at a future meeting.

Notice: No general, Owner Operators or Riggers and Heavy Haulers meeting will be held during June, July, August.

## Always Eat Where Teamsters Eat And You'll Find Food Is Eatable!

By JACK BRADY

**NEW YORK**—There's an old unwritten rule of the road that if you are in strange territory and want to spot a good place to eat—go where the truck drivers go.

If there's a flock of trucks around a diner—it's a 10-to-one bet that the coffee is good, the portions generous and the prices moderate.

"That's because truck drivers don't have to eat at any one place. They can pick and choose along hundreds of miles of highway," says Sam Cacciutti, who with his brother, Jimmie, owns two big diners. "If you serve them a bum meal—zoom, off they go down the road to some other place. It's the company's gasoline they're burning, and 20 to 30 miles means nothing to a guy who has gunned it in from Chicago or Detroit."

What do truck drivers eat? Sam laughed at that one.

"Anything they serve in any restaurant or hotel anywhere," he assured. "We have a big driver who comes in here and orders jellyed consommé. Sure, we've got it, and keep stocked on it just for him or anyone else who eats it. Another driver wants okra with his steaks."

### Know What They Want

"One time we had a guy who shouted, 'It's my birthday and I want turkey under glass just like they serve in them swanky places.' The waitress was going to turn him down when I gave her the high sign."

"I had the turkey—and I rushed back and got the glass top off a cake dish, put the turkey and fixings on a plate, put the cake dish top over it—and there was his turkey under glass as pretty as you please. You should have lapped the big mug. He was as tickled as a kid with his first birthday cake."

Sam also cited the story as proof that the roadside diner has come a long, long way from the time when it was chiefly a place to get a quick hot dog and a cup of coffee.

"Diners like ours have to be prepared to serve a good, full course meal any hour of the day or night. We have a walk-in ice box here that holds up to five tons of meat. That allows us plenty of variety in our menus. We make our own biscuits, muffins, pies and rolls fresh every day. Don't get the idea that truck drivers aren't particular. They insist on good food, and I mean good."

### Hamburger Steak Popular

Coming back to what truckmen eat, Sam admits that although he encounters strange requests, the most popular item is hamburger steak. Sam has found in his long years of Navy and restaurant experience that all Americans like hamburger. "It's almost a national dish," he says.

Next to hamburger comes veal cutlet and meat loaf. With their meat, truckmen invariably order

baked beans and potatoes. It's nothing for Sam and his brother to sell 425 pounds of hamburger a week at the two diners.

As for truck drivers themselves, they're "great guys," Sam assures. Some of them are his close friends. Often they invite him for rides to Cleveland, Chicago or New York.

"Last week I rode to Harrisburg with one of my customers. It was a swell ride, rolling along in that big truck. I met his family and a typical American family it was, gathered around one of those big coal stoves in the parlor. Believe me, truck drivers are okay. No, I seldom have any trouble with 'em. I'd say 90 per cent are perfect gentlemen."

To Sam, diners are fascinating places. "I worked at the Bellevue-Stratford here," he said, "and I liked it there. I worked in Texas; I was in charge of cooking aboard the U. S. S. Gulfport and I was an instructor in a Coast Guard cooking school, but there's nothing like a diner. You hear the news, you get to talk with the drivers, you hear how things are in Detroit, Pittsburgh, Atlanta."

### Exchange Information

Sam also disclosed that diners are centers for the exchange of information valuable to truckmen. For instance, if state troopers are checking weights down the road, a driver will pencil it on the menu or post the information on the diner bulletin board. It isn't unusual for a bulletin board to carry the notation: "Fix all tail lights; troopers checking." Or "slow down near Harrisburg. Staties on job."

Sam's short order cook is Charles Horack, also a Navy veteran, better known as "Old Chief." His hobby is bridge, and in his spare time he's a bridge instructor at the Y. M. C. A.

As for Sam, next to his wife and three kids, he thinks "truck drivers are the most wonderful people in the world."

## STEINKE OF 369 DRIVER OF MONTH

Edmund Steinke, nominated by Tarbet Trucking for Indiana Driver of the Month for April, has been awarded the honor by the IMTA Driver-of-the-Month Committee. Mr. Steinke resides at 1609 Purdue avenue, Muncie.

Selection was based on his long record for safe driving. His company reports he has driven approximately 1,500,000 miles in service of the company dating from 1936 without

## LEGAL SPEED NOT ALWAYS SAFE DRIVING

By WAYNE M. TIMMONS  
Public Safety Institute,  
Purdue University

You are driving in the residential section of a city and at intermittent intervals official signs are posted which read: "Speed Limit 30 Miles Per Hour." The early morning rush hour is on, and a heavy volume of traffic is upon the street, with people hurrying to the office, the shop, the factory, and the terminal. You are a little behind schedule so you keep the needle of the speedometer pointing right at 30 every foot of the way it is at all possible to do so. Under these conditions are you obeying the laws of the state regarding the operation of a motor vehicle?

It is true, Indiana law provides that you may drive 30 miles per hour in residential districts. Even the official signs posted along the right-of-way frequently remind the motorist of this permitted speed. But the law says more than just providing for a 20 m.p.h. speed limit in business districts and a 30 m.p.h. speed limit in residential districts. It provides: "No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event, speed shall be so restricted as may be necessary to avoid colliding with any person, or vehicle or other conveyance on or near, or entering the highway, in compliance with legal requirements and with the duty of all persons to use due care." Is the speed of 30 m.p.h. under the conditions depicted, reasonable and prudent?

To answer that question, perhaps we had better examine the reasons for selecting the speed of 20 m.p.h. in business districts and 30 m.p.h. in residential districts as being the maximum reasonable speeds in those areas. Of course, no one can tell you to the exact inch the distance it will take to stop your car or truck when traveling at either of these stipulated speeds. The variables in the stopping distance will result in the difference of reaction time between drivers, the type of road surface upon which the vehicle is traveling, the efficiency of the brakes, and the condition of the tread on the tires. However, as a result of many tests, the average stopping distance has been determined.

The average reaction time of motor vehicle drivers has been placed at  $\frac{1}{4}$  of a second. When we realize that at 20 m.p.h. a vehicle travels 29.3 feet per second, a person with average reaction time would travel nearly 22 feet while he was making a decision and moving his foot from the accelerator to the brake pedal. As a result of testing nearly 1,000 passenger cars with four-wheel brakes, the Public Roads Administration found that the average braking distance at 20 m.p.h. was 27 feet. Thus, the average stopping distance from 20 miles per hour would be the reaction distance plus the braking distance, or a total of 49 feet. At 30 miles per hour the vehicle would be traveling at 44 feet per second. With average reaction time the vehicle would travel 33 feet plus a braking distance of approximately 50 to 60 feet, making a total stopping distance of about 80 to 90 feet. These distances are the results to be expected under ideal conditions, when the roadway is dry and level.

## BUY BONDS!

chargeable accident and without so much as having scratched the paint on one of the company's vehicles. He drives a tractor "semi" on over-the-road hauls.

## Columbus Teamster (694) Obtain Agreement With 4 Contractors

By HERMAN LA MASTER

The first of all the building contractors in southern Indiana to bargain collectively with Teamsters Union No. 694 are now in negotiations with us for a contract, covering our drivers and yard men, in affiliation with four other unions.

These contractors are: Dunlap & Co., Repp & Mount Construction Co., Taylor Bros. Construction Co. and Don Force Construction Co.

Our members who struck the Graham Motor Sales Co. and Spriggs Dairy Co. in Bloomington have returned to work under protest pending negotiations for union recognition. Meanwhile, the Central Labor Union and Building Trades Council have these two concerns marked UNFAIR.

Drexel DeFord has resigned as vice president of Teamsters Local 694 and has been elected secretary-treasurer, succeeding Charles Moreland, who in turn is now our vice president.

Officers and members of this union wish all the luck in the world to Miss Ivy Skinner, our office secretary, who has announced her engagement to marry Gerald Barringer, of Noblitt Sparks. The event will be held in Ogeville Christian Church, at 7:30 p. m. June 30.

## Up to Date with Local No. 188

By CLARA WILHELM

President C. E. Davis hopes that we need not use the fund voted May 17 for strike benefits, but if it becomes necessary, the money will be there for benefits for those who need same. If we can avert a strike by using this fund as a weapon, it is well worth the price.

If we do not need to use it, it will be used for organizing purposes, and the balance held in reserve for labor troubles which might arise in the future. It is good insurance.

Since the strike fund assessments have been voted in, bread negotiations have been progressing more favorably. The bosses of seven major bakeries are learning how to say "yes."

Cake contracts are now open for negotiations and we have set negotiations for around June 28.

The contract for Home Made Pie Co., selling Blue Bird pies, has been opened and progress is being made. A substantial increase in guarantee of 1 per cent commission was granted to Maplehurst, Real and J. C. Mills.

The election held by the National Labor Relations Board with Thos. Watson in charge, on June 6, 7 and 8, at laundries, dry cleaners, overall laundries and linen supplies, in which we emerged victorious, made us all very happy. We can now do these members a great deal of good by assisting them to get a good working contract.

We were sorry to learn of the death of John Irons, father of Brother Hal Irons, who is a West Baking Co. routeman. We offer our sympathy.

John Wendling, whose daddy is employed at the Polk Milk Co., underwent an appendectomy on May 31 at Methodist Hospital. We hope John is up to par again.

Brother Louis Metzker suffered a broken leg recently and was confined to General Hospital. Brother Metzker is employed at Borden-Furness Ice Cream Co. We hope he will improve rapidly.

Brother Walter Schneider has been confined to his home because of a general run down condition. Brother Schneider is one of our trustees and guiding lamps, and we miss him around. We hope he will be feeling his old self again before too long. Take it easy, Dutch!

Cecil Pitzer, one of our brother members out at Crown Laundry, lost his father this last week. Our sincere sympathy goes to you and your family, Brother Pitzer!

Our baby department would really have gone to pot this issue if little Miss Bernadette Ann Coleman hadn't made her appearance out at St. Francis Hospital. Her parents are Mr. and Mrs. Melvin Coleman. Brother Coleman is employed at Perfection Biscuit Co. To all three of you we offer our congratulations and good luck!

Brother Lloyd Evans, our Steward at West Baking Co. for the past several years, has resigned because of personal reasons, and we are indeed sorry to lose him. He has been an excellent steward. We are appressed somewhat in the knowledge that his successor, who he has trained, is such a good choice. So with this announcement we are introducing to you Frederick Keller, who will succeed brother Evans. None of you older members can forget Brother Keller's father, who was our secretary for some time before his death, Brother O. B. Keller. Brother Frederick Keller is following in his dad's footsteps and we know he will do a good job. Good luck, Fred!

## Louisville Strike Terminated By Negotiations In Indianapolis

Strike of the Louisville Teamsters (Local 89) against Riss & Co., Inc. was ended in an agreement reached in the Lincoln Hotel, Indianapolis, May 19 after several days negotiations between company officials and Teamster representatives.

James Hoffa, Detroit, president of the Central States Drivers Conference, representing Teamsters of 13 states; E. J. Williams, Indianapolis, chairman of the Indiana Over-the-Road Committee; O. B. Chambers, recording secretary of the Over-the-Road Committee and Pat Hess, Ft. Wayne, delegate from Indiana to the Central States Conference aided in the settlement.



## VIRGIL WARD, JR., PHIL COBERT WIN SOUTH BEND ROADEO

A full-fledged Roadeo complete from written examinations to driving tests was run off at Playland Park in South Bend on May 21 under direction of Northern Indiana Chapter of the Indiana Motor Truck Association.

The two winning drivers received \$105 each in cash contributions put up by the Chapter and Teamsters Local Union 364, runners-up in each class received \$75 each, and third-place winners received \$40 each—a very profitable day's "work" for all of them. In addition, there were other prizes for all contestants, mostly merchandise items contributed by South Bend suppliers and others. The winners also are expected to be sent to the IMTA State Roadeo at Indianapolis.

Winners were Virgil Ward, Jr., 23-year-old driver for Tucker Freight Lines, in the straight truck class, and Phil Cobert, E. E. Mills Trucking Company, in the tractor "semi" class. Cobert was the defending champion from the previous year.

Second and third place in the straight truck competition went to George Nicholas, Clemans Truck Line, and William Hardy, Norwalk Truck Line, respectively.

Paul Ives, Superior Freight Lines, was runner-up in the tractor semi-trailer driving and Russell Holblitzel, Drumhney Cartage Company, third.

Fred Connors, district supervisor, ICC, Fort Wayne, served as one of the judges. Ernie Maahs, business agent for Teamsters Local 364 was present and participated in distribution of the prizes.

## STATE ROADEO FOR CHAMPS AT FAIRGROUNDS JUNE 23-24

(Continued from Page 1)

Truck and Equipment show in connection with the Roadeo and much of the new equipment shown in this issue is expected to be among that on display in the booths around the inner perimeter of the building.

Suppliers who got in on the equipment show sponsored by IMTA last year expressed themselves as highly gratified at the attention their displays received.

The Truck Roadeo was conceived in 1937. It fosters and emphasizes the three virtues of Safety, Courtesy and Dispatch on which the trucking industry is founded. It has become a great medium through which the trucking industry publicly pays tribute to the skill, knowledge and personality of the men who drive the nation's trucks.

## Indiana Locals Make Final Plans To Book Everything On Wheels

minutes Kik-and-polish strokes were given to final plans for the second annual ALL-TRUCK CHECK program of the Teamsters International Union throughout the United States June 18 through 23, according to Dave Beck, Executive Vice-President, in a statement released early this week in Washington, D. C.

Business agents and secretaries of more than a thousand local Teamster unions throughout the country will contact more than half a million trucks of all description, finding out if the driver is a paid-up dues member, where the cargoes are consigned, and if they are to be handled by union men at point of dropage.

Last year the campaign was aimed primarily at the over-the-road driver and helper. This year the campaign aims to acquire statistics on every jurisdiction on wheels. This includes dairy, bakery, taxi, soft-drink and beverage, brewery, meat and provision, oil and petroleum, laundry, van and storage, building construction, warehousing, over-the-road, short haul and local pickup, and other national trade divisions.

## Make Mine 3-6-9

By D. E. MAHONEY

REGULAR MEETINGS OF THIS LOCAL UNION HAVE BEEN DISCONTINUED DURING JUNE, JULY AND AUGUST.

We now have the majority employees of the M. L. Dague Coal & Building Material Co. A contract covering these employees will be presented to the company in the near future.

We are in process of organizing the Central Dairy in Muncie. All drivers have signed applications and we'll present the contract soon to the company.

THE LUMBER AND COAL COMPANIES OF MUNCIE HAVE JUST SIGNED CONTRACT FOR ANOTHER YEAR, GRANTING A 3-CENT INCREASE ON THE HOUR, ALONG WITH THE HEALTH AND WELFARE PLAN.

The following building and construction companies of New Castle are now 100 per cent organized: HENRY COUNTY EXCAVATING CO., PARKER SAND AND GRAVEL, CRAWLEY CONSTRUCTION AND COOK CEMENT BLOCK PLANT.

No results have taken place with negotiations on the beer drivers agreement of Muncie.

THE BEER DRIVERS CONTRACT OF ANDERSON AND ELWOOD HAS BEEN SETTLED.

CONTRACTS HAVE BEEN SIGNED FOR ANOTHER YEAR WITH INCREASE ON THE HOURLY RATE FOR THE DUMP TRUCK DRIVERS AND READY MIX TRUCK DRIVERS AND CONSTRUCTION DIVISION OF ANDERSON.

We are pleased to have been able in collecting \$950.00 in back pay for Brother Carl Nelson of the Rose Hill Dairy Co., Marion.

LOCAL 369 DEEPLY REGRETS THE LOSS OF A MEMBER, BROTHER RAYMOND LEWIS. BROTHER LEWIS DIED MAY 6. HE HAD BEEN A ROUTE SALESMAN FOR THE COLONIAL BAKING CO. OF MUNCIE FOR ABOUT FOUR YEARS. HE IS SURVIVED BY HIS WIDOW AND ONE SMALL SON. WE EXTEND OUR SYMPATHY TO THIS FAMILY!



"Labor Beacon" Photo

E. J. Kadlec, head of Teamsters Union No. 298, Michigan City, was in the group which officially welcomed the Mobile Driver Testing Laboratory of the Indiana Motor Truck Assn., when it visited that city. Fifty drivers of the Northwestern Transit Co. were invited to take the various tests provided in the laboratory, one of the tests being at the wheel, as demonstrated by Ben Possigli, vice-president of Northwestern. Others shown in the picture, snapped for "The Labor Beacon," are (left to right): J. T. Doherty, Northwestern operations manager; Mr. Kadlec, Mayor Hileman, State Trooper E. L. Hartman and Police Captain Arthur Menke.

## 25 NO-ACCIDENT DRIVERS AWARDED

The Aero Mayflower Transit Co.'s list of van drivers who have completed the year as of May 1 without an accident is headed by Clarence Powell, whose accident-free record totals 12 years and 594,295 miles.

Noah C. Wethington is next on the list with eight years to his credit; Joseph Boehm, with seven years; Fred E. Broyer, six years; Elmer O. Coleman, five years, and Wendell McMinn, four years.

Three-year record holders are James T. Withrow, Troy Wethington, Floyd L. Weaver, Darrell Vaughn, Wilbur Sorber, John B. Mitchell and Raymond Lyons.

Two-year holders: Herbert Snyder, Charles R. McShurley and Gabriel F. Cox.

One-year holders: Joseph C. Zook, Austin D. Webster, Donald F. Perry, Clyde S. Nance, Aubrey E. Lemons, Floyd S. Kilbury, John S. Huff, Arthur A. Gittelson and Fred W. Cheek.

All the foregoing drivers are members of Teamsters Union No. 193. The list, compiled by R. J. Magnus, Mayflower safety director, has been forwarded to the American Trucking Associations, Inc., as multiple application for no-accident awards.

## Ft. Wayne Enjoys 2nd Annual Fete

More than 4,000 persons watched the second annual Truck Roadeo conducted by the Fleet Safety Committee of the Fort Wayne Chamber of Commerce at Baer Field on May 18.

Bleachers were erected to accommodate spectators, who also were provided with audience participation score cards.

Preceding the competition, approximately 50 trucks participated in a parade from Fort Wayne National Guard Armory to Baer Field. The Fort Wayne Police Department and the Allen County Sheriff's Department furnished an escort for the parade.

Four classes of driving competition were offered—straight truck, tractor semi-trailer, panel delivery, and special purpose. Equipment in the latter class included a concrete truck and a post-hole digging outfit.

Trophies were offered for the first three places in the tractor semi-trailer class, first two places in the straight truck class, two first places in panel delivery class, and one in the special purpose class. In addition to trophies, the first-place winners also were awarded special belt buckles.

Trophy winners were as follows: Tractor semi-trailer class—first, Amos Wall, Coder Trucking Service; second, Robert Hober, Fruehauf Drive-away; third, Eugene Hull, Courier Express.

## Aero Mayflower Drivers! Contact Your Union Committee Members

By F. D. OWENS

Attention, all Mayflower drivers!

Contact one of your union committee members or Foster Owens at the Indianapolis Bunk House in the next 30 to 60 days. Union committee members are Bruce Baker, Hershel Wethington, Don Monday, Charles Ditsworth, Jewell Nugent and Asher Kennedy.

City men! Watch your bulletin board for notices.

Ted Gard handed me a letter in regard to Mom and Vic who used to run the parking lot at Reno. Seems as if they have a new place called Donner Trail Service and a coffee shop called Donner Trail Coffee Shop. Also they have a bunk house and showers with plenty of parking space. They are located in Verdi, Nevada, first Shell station on the right coming from the east, ten miles west of Reno, 20 miles west of Truckee. You might save money by staying there. Guess you wouldn't, though—they gamble there also! Anyway, look them up.

Every member of Local 193, whether local or over-the-road is invited to write for this paper. If you have something of interest, send it along to us.

## Teamsters Will Gain Members In Nation-Wide Truck Check

The annual Nation-wide Truck Checking campaign, scheduled for June 18 to 23, means much to every member of every Teamster Union in the country, says "The Washington Teamster." It will mark the end of a year of intensive organizing and signal the beginning of a second and still greater effort. It means that the Teamsters are one step nearer their goal of organizing all men and women who are employed on jobs properly within the jurisdiction granted to the Teamsters by the American Federation of Labor.

During the last year the International Union has made steady progress. It will continue to grow as long as its leadership is aroused and determined on progress. Let us not, however, get the idea that we are strongly organized throughout the continent, for we are not. We have a tremendous job ahead of us.

As Dave Beck, Executive Vice-President of the Teamsters International Union, has so often pointed out to delegates attending the

Straight truck class—first, Burton Fry, International Harvester Company; second, Gordon Bischoff, Security Cartage Company.

Panel delivery class—first, Ned Schaeffer, Allen Dairy Products; second, Henry Bay, Allen Dairy Products.

Special purpose class—first, John Waters, Old Fort Supply Company (concrete).

A special award for good sportsmanship went to Clifl Fogleson, Security Cartage Company.

Plans are being made to send the straight truck and tractor semi-trailer winners to the State Roadeo at Indianapolis.

meetings of our national trade divisions, we have scarcely scratched the surface. There are at least three to four million men and women working in Teamster jobs, who are yet to be organized. If our International Union was as well organized in the industrial east as it is in the west, we would have four million members right now, instead of one million.

What does all this mean to you? You, know, of course, that our union cannot reach its full economic strength until it is fully organized. The very fact that we are not strong in some important areas, weakens us here in the west and weakens all labor. We will not attain our best wages and working conditions unless we have a maximum of organization. Then, and only then, can we serve our members at full capacity. We have been hurt and our organizing work has been hampered seriously by the Taft-Hartley Act, but that was why the Act was passed. Taft and the NAM do not want strong unions. They want weak unions and lower wages and longer hours. Yet, in spite of the Taft-Hartley Act, we have made substantial progress, and we will continue to grow so long as, by our efforts we deserve to grow.

## Indiana Almost Out of Strikes

If Indiana were not involved in nation-wide strikes, the state would be practically free of them. During the last 17 months, the State Labor Division, operated by Thomas R. Hutson, has handled 260 labor disputes. The record shows 98 per cent of them settled without a strike.